



More than 250 citizens from the Sandpoint area came to the Sand Creek Byway's first Public Meeting on June 20, 2001. Those attending the meeting saw the preliminary design of the project, the south half interchange, the north interchange and the location of the Byway. For the most part, people came to see what's going to be done about the south interchange.

At this meeting, as well as through phone calls to the Byway office, to the Idaho Transportation Department, and through e-mails, the public's one resounding message was: "We want it, but don't hold up the project to build a south interchange." This resulted in an expedient review by the Idaho Transportation Department.

ITD recognized the positive merits of the public's input. The preliminary design for the Sand Creek Byway Project will now include plans for a future additional southbound lane and off-ramp at the southern interchange. This decision will allow ITD to move forward with the development of the Sand Creek Byway Project and plan for this future expansion.

"Adding these features to the design now will give us the maximum amount of flexibility for the future without increasing the risk of delay for the project," District Engineer Scott Stokes said. "The community clearly told us that they did not want this issue to delay the project."

With this new design approach, the additional southbound lane and off-ramp could be built at a later date, preventing any delays associated with the need for additional funding.

"The project is scheduled for construction in 2004 and we are still on track to deliver the project within that timeline," Project Manager Sean Hoisington said.

The public has been involved throughout the decision-making process, and their continued involvement is crucial to the success of this project.

ITD will perform an Environmental Assessment (EA) to evaluate the changes caused by the addition of the southbound off-ramp.

Mission Statement

Our mission is to provide an aesthetically pleasing and functional Sand Creek Byway Project. We are committed to meaningful public involvement through understanding and responding to the community's vision for the Sand Creek Corridor.

**Public Meeting
Sandpoint High School
March 21, 5-9 PM**

Winter 2001



This aerial shows the alignment of the Sand Creek Byway Project. It starts at the north end of the Long Bridge and ends at the "Y".



Sand Creek Byway Task Forces Are Working for You

The Sand Creek Byway Team, in an effort to maintain the highest level of public involvement possible for this project, established a number of community task forces in early 2001. These groups are comprised of local residents who are interested in providing assistance to the design process. New participants are welcome at any time to contribute two hours per month of input to help develop designs.

Aesthetics Task Force

This task force began its work by assisting with the development of the Conceptual Master Plan. The group is now working with the landscape architects on such features as landscape design, gateways, park areas, benches, and a shoreline extension near Bridge Street.

Pedestrian/Bicycle Task Force

This task force began its work by assisting with the development of the Conceptual Master Plan. This group is now assisting with the design of the trails along the Byway, including a shoreline trail from Bridge Street to the "Y" and an underpass trail linking State Highway 200 to the shoreline trail.

Structural Design Task Force

The current design for the Byway appears to incorporate several shorter bridges rather than one long and one short bridge. This Task Force is giving the design team input on what elements and effects may be most appealing to the local community.

Citizen Design Advisory Committee

This committee is made up of representatives from the cities, business and community organizations, as well as private individuals. This group will evaluate community input and ideas from the task forces, and make recommendations to the design team and ITD for local features placed into the Byway design.

Public Safety Task Force

This specialized group of law enforcement and emergency personnel are advising the design team on safety features for the Byway.

For additional information on any of the task forces or meeting times and dates, please contact the Public Involvement Office, 202 N. Second or call 265-0897.

Conceptual Master Plan

The Conceptual Master Plan is a locally conceived, long-range vision for the Sand Creek area, defining and prioritizing potential circulation features and land uses on undeveloped property adjoining the Sand Creek Byway. The draft plan was produced through six months of public involvement. This included input from local residents, two task forces, and a Master Plan Steering Committee.

The two task forces met jointly and prioritized the list of features to be included in the Master Plan.

ITD will endeavor to include the following with the Byway:

- Pedestrian-bicycle trail from Bridge Street to the

"Y" intersection of U.S. 95 and SH-200

- Gateways for Sandpoint and Ponderay
- Pedestrian-bicycle trail branching under the Byway and railroad to SH-200
- Grading and infrastructure for a shoreline park opposite Larch Street
- Shoreline extension between Cedar Street Bridge and Bridge Street for recreational uses
- Staging areas (north and south) for pedestrian-bicycle trail access

Some of the priorities in the Conceptual Master Plan are not eligible for funding under federal guidelines. Others are outside the scope of this project. These features are viable future projects for community organizations or local governments to spearhead as local improvement projects.

Incorporating a Natural Look

The local community has told us they hoped there was a way to achieve some sort of "natural" appearance to the project. ITD responded by adding a site design specialist to the team, the first time this has been done in Idaho. The design team's newest member has already brought some exciting new ideas to the table for consideration. After spending some time in Sandpoint talking with local

residents, the site design specialist has developed a concept that includes the use of a wall that could support plants and vegetation. ITD encouraged the team to research the possibility of incorporating this "green" wall into the design. This concept has presented some design challenges, and the design team remains committed to developing a project design that will help bring a natural look to the Byway.

Loading Test Is Successful



Soil samples taken in Sand Creek in October, 2001

In late August, geotechnical specialists began a series of tests to determine the number and size of piles (supports) that will be needed for the bridge structures required throughout the project. The first phase of the testing involved pile driving in the "winter snow storage area" near the north end of the Long Bridge.

Seven piles were driven into the ground to a depth of approximately 110 feet and were left undisturbed for one month.

While the piles were being driven, the noise and vibration levels were measured at various locations in the Sandpoint area to evaluate the effects that sounds and vibrations from future construction may have on the surrounding area.

In mid-October the geotechnical specialists grouped again to conduct loading tests on the pilings.

We now have detailed information that will play a key role in the design of the structures.

These results will allow us to determine the number of piles that will be needed to support the structures that will be built as part of this project. The information will also be used to determine the depth of the pilings to ensure maximum support.

For Information Regarding this Project Please Contact:

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(208) 265-0897

Sand Creek Byway -
Idaho Transportation Department
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Visit the new project website at:
www.sandcreekbyway.com

Cover photo: 1st. Ave. Snowstorm in Sandpoint 1937
Courtesy Bonner County Historical Society



Project Team:



Public Meeting

The next informational meeting will be held March 21, 2002, at Sandpoint High School. The public is invited to stop by anytime between 5 –9 p.m.

Perhaps the most important new question and issue surrounding the Byway project is, "What will the project look like?" Our task forces and design team are hard at work developing ideas and concepts to present to the public at our next Open House meeting. We value your opinion and encourage you to come to the Open House and give us your comments and suggestions.



First Avenue in Sandpoint looking South
Photo Courtesy of Bonner Historical Society



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